

were joined by the sleek and swift Baltimore Clippers that were built to elude the blockading warships of England and France during Napoleonic wars. The original clipper ship model is said to have originated in St. Michaels in Talbot County where shipbuilding has been handed down from father to son since 1670. During the era of the clipper ships, their fame spread throughout the world as they carried the goods and products of the nation over the sealanes of the world. Today, the harbor still flourishes as more than 5,000 ships each year sail into the port of Baltimore flying the flags of 109 nations.

Despite its current prominence and its historic past, Baltimore was not the first port of the State of Maryland. It was in fact one of the State's last ports to develop. Before its designation as an official port of entry in 1706, many other ports in the State were flourishing. To the north, the ports of Joppa, Deposit and and Havre de Grace were busy centers of commerce in colonial days. To the south, Annapolis harbor was crowded with ships and busy with the growing trade of the new world. To the east, Oxford, Cambridge and Salisbury contributed to the growth of the State's economy through the efforts of their ports and their merchants. But over the years Baltimore's Strategic inland location and its natural and manmade facilities combined to set the pace for its growth into the State's major port and one of the top ten ports of the world. So it is most appropriate that you have chosen this maritime state as the scene of your 1963 National Propeller Club Convention. We are maritime people here, and we are happy to have you.

Close to half a million Marylanders made their living from the products and by-products of waterborne commerce. Thirty thousand of them alone are employed at the great mills of the Bethlehem Steel Company at Sparrows Point, the largest in the free world. It is here that great bulk carriers unload their cargoes of iron ore from Venezuela to go into the production of more than nine million tons of steel each year. Some of this steel goes only as far as Bethlehem's shipbuilding yard, virtually next door to the mill, where it is used in the construction of tankers and merchantmen. Still other Marylanders make their living in the plants of such industries as the American Sugar Company, whose tidewater plant here is the largest in the world for the refining of raw sugar imported by ship, and from the new plants located in the Marley Neck area of Anne Arundel County. These great new plants are here in Maryland because the port is here and they served by the Maryland Port Authority's new Hawkins Point pier. This \$1.5 million pier encompasses 137 acres of land, is